

4,530,057 to Ahlbom. In view of the following remarks, reconsideration of these rejections is respectfully requested.

Claim 1 is directed to an industrial truck having a plurality of wheels, a load lifting system, and a drive system. The truck also includes a stabilizing device comprising a plurality of wheel load sensors, with each load sensor connected to an individual wheel and configured to measure a wheel load. The load sensors are connected to a monitoring device configured to control or regulate the load lifting system and/or the drive system of the truck based on the wheel load sensor data. At least two wheels of the truck have a speed-of-rotation sensor connected to the monitoring device. At least one wheel on the front axle of the truck has a wheel bearing with an integrated wheel load sensor.

Avitan discloses a stabilization system having a rear steer wheel 34 with an annular weight load transducer 86 that generates a signal indicative of the axial weight load on the rear wheel. As the Examiner notes, Avitan broadly discloses weight sensors in connection with one or more vehicle wheels to sense an approaching condition wherein the wheel is about to be lifted from a roadway. As the Examiner also correctly notes, Avitan does not teach or suggest an industrial truck in which at least two wheels of the truck have a speed-of-rotation sensor connected to the monitoring device or a truck in which at least one wheel on the front axle has a wheel bearing with an integrated wheel load sensor. However, the Examiner relies upon Ahlbom (citing column 6, lines 46-58) for teaching the claimed speed-of-rotation sensors. Applicants respectfully disagree. As clearly stated in Ahlbom at column 6, lines 46-58, the sensors 32 identified by the Examiner are not speed-of-rotation sensors but, rather, are distance measurement devices that "...sense the passage of teeth on toothed rims on the wheels, whereby the distance traveled can be determined...it is suitable to take, as a measure of the distance between two positions of the vehicle, an average between the measured distances from the wheels 30 and 31." Thus, the sensors 32 disclosed in

Ahlbom are clearly distance sensors, not speed-of-rotation sensors. Additionally, there is no teaching or suggestion in Ahlbom to incorporate speed-of-rotation sensors into the Ahlbom device. Therefore, Applicants respectfully disagree with the Examiner's characterization of the combination of Avitan and Ahlbom. Additionally, neither Avitan nor Ahlbom, either alone or in combination, teaches or suggests the integrated wheel load sensor of claim 1. While the Examiner correctly notes that Applicants refer to conventional wheel load sensors in Applicants' specification, the use of an integrated wheel load sensor in combination with the other elements of claim 1 is clearly not taught or suggested in any of the references or combination of references relied upon by the Examiner. While individual limitations of claim 1 may be known, it is the combination of these limitations that Applicants believe clearly defines over the cited prior art. Therefore, claim 1 is believed to be patentable over the cited prior art.

Claims 3, 5, 7, 8, 10-13, and 15 depend either directly or indirectly from, and add further limitations to, claim 1. Since these claims depend from a claim believed to be in condition for allowance, these claims are also believed to be in condition for allowance. Additionally, with respect to claim 7, none of the cited references, either alone or in combination, fairly teaches or suggests that each speed-of-rotation sensor is integrated into a wheel bearing. With respect to claim 11, the cited combination does not fairly teach or suggest that the two wheels with the speed-of-rotation sensors are located on the same axle. Therefore, for all of the above reasons, claims 3, 5, 7, 8, 10-13, and 15 are also believed to be patentable over the cited prior art.

II. Claims 2, 9, and 14

Claims 2, 9, and 14 stand rejected over Avitan and Ahlbom as described above in further view of U.S. Patent No. 4,520,443 to Yuki et al. In view of the following remarks, reconsideration of these rejections is respectfully requested.

Yuki discloses a control device for an unloading mechanism for a truck. The Yuki device includes a load sensor 106 to detect the weight of a load carried by the truck in order to correct for horizontal positioning of the fork in accordance with the amount of bending of the upright and/or the fork due to the weight of the load (Yuki at column 7, lines 60-66). However, Yuki does not overcome the shortcomings discussed above with respect to the Avitan and Ahlbom combination, particularly with respect to claim 1. Since claims 2, 9, and 14 depend from claim 1, claims 2, 9, and 14 are believed allowable for substantially the same reasons as discussed above with respect to claim 1.

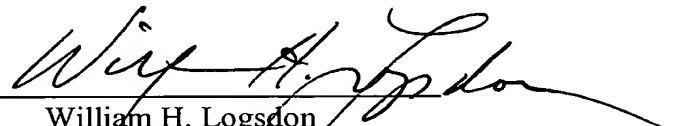
Conclusion

In view of the above remarks, reconsideration of the rejections and allowance of claims 1-3, 5, and 7-15 are respectfully requested.

Respectfully submitted,

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